FOR MYSORE STATE

-1-52.

Public Works (1953) Department.

MS SERIES.

G.O. NO. 1070

Dated 12th March 1953.

Closed
Kn
12/53

[Despatch Abstract.]

Legislative Assembly Question - Construction of bridge over Mogral River in South Kanara - Papers recorded

STARRED

LEGISLATURE(ASSEMBLY) SECTT.
23-9-1952.

Janab SRI M. S. MOGRAL, M.L.A.

PUBLIC WORKS DEPARTMENT.

*Q.No.511.- Will the Hon. the Minister for Public Works be pleased to state:

(a) whether the construction of the Mogral bridge across Mogral river in Kasaragod Taluk has been included in the Five Year Scheme; and

(b) if so, when the construction is expected to start?

A.K.23/9

P.W.D (A.I)

Advance copy of the question may be circulated to M(P.W) for information.

4.10.52
S. Krishnamachari
6/10/52

N. Rama Reddi 7/10.
M(PW)

SECRETARY TO GOVERNMENT
8 - OCT 1952
PUBLIC WORKS DEPARTMENT

C.M.
(15) 9.X.

Jamal Sri M. S. MOGRAL, M.L.A.

PUBLIC WORKS DEPARTMENT.

*Q.No.511.- Will the Hon. the Minister for Public Works be pleased to state:

(a) whether the construction of the Mogral bridge across Mogral river in Kasaragod Taluk has been included in the Five Year Scheme; and

(b) if so, when the construction is expected to start?

A.K.23/9

Special

Memo. No. 8/1959 A/52-1 Dated 6-10-52

Communications – Post War Road Development – Bridges – South Kanara district – Construction of Mogral bridge across Mogral river in Kasaragod taluk – Inclusion in five year Scheme – Details.

The C.E(H) is requested to furnish information on the following:–

(a) Whether the construction of the Mogral bridge across Mogral river in Kasaragod Taluk has been included in the Recast Five year of P.W.R.D. recently approved by Govt;

(b) if so, when the construction is expected to start?

(c) If it is not included in the recast five year plan, whether the work is urgent and important to warrant its inclusion in the plan; and

(d) whether the bridge referred to will be on a Govt or Dt. Board road?

As the information is required for answering a question of the Legislature the C.E. is requested to submit his report not later than 15-10-52. He is also requested to furnish any other relevant information which would help in answering supplementary questions.

To
The CE(H)
Calicut

6/10.

6/10-52
Kur
4-10-52

6/10/52

P.W.D (A1)

V.O. Note No. 81959 A/52 - 2 Dated 10-10-52

L.A. Question No. 511 (Starred) by Janab M.S. Mogral, M.L.A — Communications — P.W.R.D — Bridges — South Kanara district — Work of Constructing Mogral bridge across Mogral river in Kasaragod taluk — Inclusion in 5 year plan.

Ref:- From Re M.L. Sectt U.O.No. 16073/52-2/M.L.A/1-10-52

Re C.E(H) has been asked to furnish necessary particulars for answering the question and his report is awaited. The Secretary, Madras Legislature may be requested to move the Speaker of the Legislative Assembly to grant extension of time till 20-10-52 for furnishing an answer.

To
The Secretary.
M.L. Sectt
(Assembly Section)

16410

ASSISTANT SECRETARY TO THE ASSEMBLY
13 OCT 1952
MADRAS.

Public Works Department.

***

U.O.Note No. 81959 A/52-2 dated the 10th October 1952.

Sub: Legislative Assembly Question No. 511 (Starred) by Janab M.S.Mogral, M.L.A. - Communications - Post War Road Development - Bridges - South Kanara district - Work of constructing Mogral bridge across Mogral river in Kasaragod taluk - Inclusion in 5 year plan.

Ref: From the Madras Legislature Secretariat U.O.No.16073/52-21 M.L. dated 1-10-52.

The Chief Engineer (Highways) has been asked to furnish necessary particulars for answering the question and his report is awaited. The Secretary, Madras Legislature may be requested to move the Speaker of the Legislative Assembly to grant extension of time till 20-10-52 for furnishing an answer.

S.Krishnamachari,
Assistant Secretary to Government.

To

The Secretary, Madras Legislature Secretariat(Assembly Section).

Forwarded : By Order.

K.V. Narayanaswami
Superintendent.

ag.10/10

C.M. 81959A/52

86204

Legislature (Assembly) Secretariat

Please see the L.O. Note from the Public Works Department overleaf. The extension of time asked for for furnishing an answer to L.A.Q. No. 511 till 20.10.52 may be granted.

(Granted B.O.)

15 OCT 1952

L.O. No. - M.L.

14-10-52.

Public Works Department.

A J Sabean

For Secretary to the Assembly

14.10.

P.W(AI)

Filed.

2 The C.E's report may be awaited till 16.10.52

15-10-52

15/10/52

9

From
Sri K.K.Nambiar, B.E., M.I.E.(Ind.),
F.Inst.H.E.(Eng.), M.I.Mun.E.(Eng.),
M.Am.Soc.C .E., M.R.San.I.,
Chief Engineer (Highways),
Chepauk, Madras--5.

To
The Secretary to Government,
Public Works Department,
Fort St. George,
Madras.

PUBLIC WORKS DEPARTMENT

Letter No. 59218-C4-52-HR dated 13-10-1952.

86396

Sir,

Sub:- COMMUNICATIONS - P.W.R.D. Bridges South Kanara District Construction of Mogral bridge across Mogral River in Kasaragod taluk inclusion in the recast 5 year programme - regarding.

Ref:- Government Memo No. 81959 A/52-1 dated 6th October 1952.

-v-v-v-v-

With reference to the Government Memo cited above, I have to state that the bridge in question comes on Government Major District Road 11 (Mangalore Kasaragod Road) at M 24/3. The work of constructing the bridge is not specifically included in the Recast 5 year programme of Post War Road Development though it comes within the scope of the Post War Plan. In the comprehensive programme of Post War Road Development has been shown under works to be considered in the last quinquennium at cost of 2.00 lakhs at prewar rates plus 80%. There is no lump sum provision available in the recast 5 year programme of Post War Road Development for accommodating this work.

14.10.52

for Chief Engineer (Highways).

ks/131052.

13/10

LEGISLATURE (ASSEMBLY) SECRETARIAT.

23-9-52.

JANAB M.S.MOGRAL, M.L.A .

STARRED QUESTION NO. 511.

DRAFT ANSWER.

*511. No.511. Will the Hon. the Minister for Public Works be pleased to state:

(a) whether the construction of the Mogral bridge across Mogral river in Kasaragod Taluk has been included in the Five Year Scheme; and

(a) No. The answer is in the negative.

(b) if so, when the construction is expected to start?

(b) Does not arise.

12.11.52

15.11.52

17/11/52

19/11/52

P.W.D.U.O.No. 81959-A/52-3 dated 19-11-52

(The answer has been approved by the Minister for Public Works)

To
The Legis.(Assembly) Sectt.(5 copies).
The P.A.to M.(P.W.) with a note for supplementaries.
The Public(Elec.) Deptt.(2 copies)

Clean copy for file.

Opens 2 to 4 on pp 3-6 only

2 Copies of Suppl. Note to be taken.

19.11.52

LEGISLATURE(ASSEMBLY)SECRETARIAT

23-9-52.

JANAB M.S.MOGRAL, MLA.,

STARRED QUESTION No.511.

*Qn.No.511. Will the Hon. the Minister for Public Works be pleased to state:

(a) whether the construction of the Mogral bridge across Mogral river in Kasaragod Taluk has been included in the Five-Year Scheme; and

(b) if so, when the construction is expected to start?

PUBLIC WORKS DEPARTMENT.

A N S W E R.

(a) The answer is in the negative.

(b) Does not arise.

S. Krishnamachari 24/11/52

(S.Krishnamachari.)
for Secretary to Government.

(The answer has been approved by the Minister for Public Works).

To

The Legislature (Assembly) Secretariat (5 copies).
The Personal Assistant to Minister for Public Works (with a note for supplementaries).
The Public (Elections) Department (2 copies).
Clean copy for file.

P.W.D. U.O.No.81959-A/52-3
Dated the 19th November'52

ag.20/xi.

A brief summary of the policy followed in drawing up the Post War Road Development Programme is indicated below:

On the basis of the recommendations of the Chief Engineer's Conference, at Nagpur in 1943 for development of roads during the Post War period a programme of improvement of road communications in this State was drawn up in 1945 in order to meet the needs of trade and commerce, and to bring villages within easy reach of important highways. This plan aimed at the co-ordinated development of roads in the State. The target aimed at under this Plan was to keep every village within two miles of a District Road or a Highway in thickly populated areas and within five miles in thinly populated areas. Also, every village with a population of over 500 was to be provided with at least an access village road.

The Comprehensive programme for works on roads other than National Highways was estimated to cost about Rs.68 crores and was originally proposed to be spread over a period of 15-years divided into four phases, the first of two-years, the second of three-years and the next two of five-year each. The more urgent works were included in the first five-year programme which was estimated to cost Rs.21.06 crores.

Soon after the popular Government assumed charge, the policy in regard to road programme underwent a slight change. On financial considerations the practicability of executing such a huge road programme with the limited resources in men, money and materials was re-examined. It was decided in November 1946 that the 15-year programme should be reduced to on

P.T.O.

of Rs.30 crores with an allotment of Rs.9.55 crores (i.e. Rs.7 crores for works, Rs.1.75 crores for special tools and plant and Rs.0.80 crores for increased expenditure on maintenance of roads newly formed or improved during the five years for the five-year programme).

Subsequently on the recommendation of the Board of Communications it was suggested that the Comprehensive programme for Rs.68 crores on roads other than National Highways might be treated as a 25-year programme. But no definite orders were issued on this point. It was, however, decided that the amount available for the five year road programme should be distributed equally between Group I Roads (which are mostly under Government) and Group II roads (which are under the control of District Boards).

A revised five year plan was accordingly drawn by the Chief Engineer (Highways). In G.O.No.1856, Public Works dated 11-5-50 the Government approved the revised five-year plan at an estimated cost of Rs.12.06 crores at pre-war rates plus 80 per cent. It provides for the improvements to existing roads both under Government and District Boards and also for the formation of about 11,000 miles of new roads. The allotment under the plan is distributed equitably among the districts with reference to its population, area, revenue and special features such as backwardness in communications and the size of the allotment under the National Highways programme. An expenditure of Rs.5 crores was incurred to the end of 1950-51 and only a quarter of the five year plan could be implemented. It is, therefore, proposed to continue this five-year plan in implementing the Planning Commission's five year plan for Roads for Rs.5 crores during the period from 1951 to 1956. The allotment of Rs. 5 crores now fixed by the Planning Commission has been considered inadequate but it has not been possible to increase this allotment in the present

2. With reference to the Assembly Question on page 1 c.f. it is submitted that in drawing up the five year plan due weightage has been shown to South Kanara on account of its backwardness in the matter of communications. The main need of the District is the bridging of the several rivers in the District which interrupt through communications. Already under the five-year plan eighteen major bridge works at an estimated cost of Rs.46.53 lakhs has been sanctioned and a provision of about Rs.15 lakhs has been made in the Budget Estimate for 1952-53 for these works.

3. Work of constructing of Mogral bridge across Mogral river - Inclusion in five-year plan.

The Chief Engineer (Highways) has reported that the bridge over the Mogral river would be at Mile 24/3 of the Mangalore Kasaragod Road, a Major District Road in charge of Government and that the work of constructing the bridge is not specifically included in the recast five-year plan of Post War Road Development though it comes within the scope of the Post War Plan. He has also stated that in the Comprehensive Programme of Post War Road Development this work has been shown under works to be considered in the last quinquennium at a cost of Rs.2.000 lakhs at pre-war rates plus 80 per cent and that there is no lump sum provision in the recast five-year programme of Post War Road Development for accommodating this work.

S.K.
17/11/52

M.Gopal Menon,
18/11/52.

T.M.S.Mani,
19/11/52.

/ True Copy /

Superintendent.

Madras Legis. I-3—4,006—12-1-51.

SECRETARIAT OF THE MADRAS LEGISLATURE,
Govt Estate - Mount Road - Madras.
Fort St. George, dated the ~~29-9-1952~~ 1-10-52.

ASSISTANT SECRETARY TO GOVERNMENT
3-OCT 1952
PUBLIC WORKS DEPARTMENT

QUESTION No. 511 for the meeting of the Legislative Assembly to be held on the 195 .

Two copies of this question are forwarded to the Public Works Department.

The question has been admitted.

56.9.

To

The Public Works Department.

2.0.No-16073/52-21 M.L
1-10-52.

P.W.D(A1)

Please see the Legislative Assembly question on p/cf. The question is starred. An advance copy of the question is being circulated to M(P.W).

2. The work referred to in the question does not appear to have been included in the recast five year plan of P.W.R.D. (1947 to 1952). The C.E(H) may, however, be consulted. Draft submitted.

4.10.52

4.10.52

6/10/52

8.10.52

p5 of
p9 of

(Issued as Memo No.81959 A/52-1 dated 6-10-52.)

From the C.E.(H) letter No.59218-C4/52-HR dated 13-10-52.

Please see the Legislative Assembly question on page 1 c.f. The question is starred. Supplementaries may be expected.

2. A brief summary of the policy followed in drawing up the Post War Road Development Programme is indicated below:

On the basis of the recommendations of the Chief Engineers' Confernece, at Nagpur in 1943 for development of roads during the Post War period a programme of improvement of road communications in this State was drawn up in 1945 in order to meet the needs of trade and commerce, and to bring villages within easy reach of important highways. This plan aimed at the co-ordinated development of roads in the State. The target aimed at under this Plan was to keep every village within two miles of a District Road ~~s~~ or a Highway in thickly populated areas and within five miles in thinly populated areas. Also, every village with a population of over 500 was to be provided with at least an access village road.

vide para 3 on pp 2-3 of Note at (V)

The Comprehensive programme for works on roads other than National Highways was estimated to cost about Rs.68 crores and was orignally proposed to be spread over a period of 15 years divided into four phases, the first of two years, the second of three years and the next two of ~~vie~~ five years each. The more urgent works were included in the first five year programme which was estimated to cost

see para 5 on p5 (V)

P.T.O

Rs. 21.06 crores.

Soon after the popular Government assumed charge, the policy in regard to road programme underwent a slight change. On financial considerations the practicability of executing such a huge road programme with the limited resources in men, money and materials was re-examined. It was decided in November 1946 that the 15-year programme should be reduced to one of Rs.30 crores with an allotment of Rs.9.55 crores (i.e. Rs.7 crores for works, Rs.1.75 crores for special tools and plant and Rs.0.80 crores for increased expenditure on maintenance or roads newly formed or improved during the five years) for the five year programme.

Subsequently on the recommendation of the Board of Communications it was suggested that the Comprehensive programme for Rs.68 crores on roads other than National Highways might be treated as a 25-year programme. But no definite orders were issued on this point. It was, however, decided that the amount available for the five year road programme should be distributed equally between Group I Roads (which are mostly under Govt.) and Group II roads (which are under the control of District Boards).

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backwardness in communications and the size of the allotment under the National Highways programme. An expenditure of Rs.5 crores was incurred to the end of 1950-51 and only a quarter of the five year plan could be implemented. It is, therefore, proposed to continue this five year plan in implementing the Planning Commission's five year plan for Roads for Rs.5 crores during the period from 1951 to 1956. The allotment of Rs. 5 crores now fixed by the Planning Commission has been considered inadquate but it has not been possible to increase this allotment in the present financial stringency.

3. With reference to the Assembly Question on page 1 c.f. it is submitted that in drawing up the five year plan due weightage has been shown to South Kanara on account of its backwardness in the matter of communications. The main needs of the District is the bridging of the several rivers in the District which interrupt through communications. Already under the five year plan eighteen major bridge works at an estimated cost of Rs. 46.53 lakhs has been sanctioned and a provision of about Rs.15 lakhs has been made in the Budget Estimate for 1952-53 for these works.

4. Work of constructing of Magral bridge across Mogral river - Inclusion in 5 five year plan.

The Chief Engineer (Highways) has reported that the bridge over the Mogral river would be at M.24/3 of the Mangalore Kasaragod Road, a Major District Road in charge of Government and that the work of constructing the bridge is not specifically included in the recast five year plan of Post War Road Development though it comes within the scope of the Post War Plan. He has also stated that in the Comprehenseive Programme of Post War Road Development this work has been shown under works to be considered in the last quinquennium

at a cost of Rs. 2.00 lakhs at prewar rates plus 80% and that there is no lump sum provision in the recast five year programme of Post War Road Development for accommodating this work.

5. With reference to the notes in the foregoing paragraph the answer to clause (a) of the question may be "NO" and to clause (b) "Does not arise". A Draft answer is submitted. Paragraphs 2 to 4 may go as the note for Supplementaries.

6. The file may be circulated to M.(P.W.) for approval of the Draft Answer.

A
12.11.52

Kaw
15 11 52

17/11/52

Gopal Menon
18.11.52

19/11/52

M(P.W.) N. Ramana Reddi
19.11.52

(Issued as U.O.No. 81959A/52-3 dated 19.11.52)

P.N. (A-I).

A.S.

The Question has been answered. Printed copy of proceedings of the Assembly may be awaited.

/A

19.11

10/12/52

Kaw
10 12 52

11/12/52

P.N(A-I)

A.S.

A above has not yet been received. May continue this over dtd 10/12/52.

Construction of a bridge over the Mogral river in South Kanara.

* 357 *Q.*—JANAB M. S. MOGRAL: Will the Hon. the Minister for Public Works be pleased to state—

(*a*) whether the construction of the Mogral bridge across Mogral river in Kasaragod taluk has been included in the Five-year Scheme; and

(*b*) if so, when the construction is expected to start?

THE HON. SRI N. RANGA REDDI:—"(*a*) The answer is in the negative.

"(*b*) Does not arise."

A.S.

P.W.(A&D).

Pl. see the printed copy of the L.A. question & answer thereto above. No action is called for. The papers may be recorded in a G.O.

10/3/53. 11.3.53

11/3/53

Ms G.O. No. 1070 dt 12-3-53.

L.A. Qn. - Construction of bridge over Mogral river in S. Kanara. Papers recorded.

10/3/53. 11.3.53

LIST OF WORKS SANCTIONED FOR SOUTH KANARA DISTRICT.

Name of work.	No.& Date of G.O. in which work was sanctioned.	Estimated Cost.	Provision made in the B.E. for 1952-53.
(a)	(b)	(c)	(d)
I. BRIDGES, CAUSEWAYS, CULVERTS, ETC. POST WAR.			
1. Constructing a bridge over the Payaswami river at Thekkil	G.O.No.1679 dated 11/5/49.	10,10,000	4,69,500
2. Reconstructing Brahmakattu bridge at Mile 13/2 of Mangalore Mercara Road.	G.O.No.1354, dated 20/4/45	63,000	--
3. Reconstructing Puchamugai bridge at Mile 5/5 of Mudabidri Bantwal road.	G.O.No.1354, dated 20/4/45 & G.O.No.1813 dated 10/5/50	4,20,000	2,00,000
4. Constructing bridge over the Nileshwar river at Mile 50/2 of Kanhangad Chervathur road.	G.O.No.2298, P.W. dated 21/6/49.	3,50,000	50,000
5. Constructing a bridge across the Ariadkaduva Hole at Mile 52/8 of Kanhangad Cheruvathur Road.	G.O.No.2298 dated 21/6/49	5,80,000	20,000
6. Strengthening bridge at Mile 49/3 of Mangalore Agumbu Road	G.O.No.2804 dated 26/7/49;	64,000	30,000
7. Reconstructing culvert at Mile 50/2 of Kalladka Kanhanged road.	G.O.No.1415 dated 20/4/49	14,500	--
8. Constructing Yekkar bridge at Mile 14/6 of Mangalore Kunhigole road.	G.O.No.1354, P.W. dated 20/4/48.	1,30,000	40,000
9. Reconstructing Kallakattar bridge at Mile 0/6 of Vittal Kabacca road.	G.O.No.1354, P.W. dated 20/4/48.	60,000	40,000
0. Constructing a bridge across Swarnanadhi at Puttige at Mile 13/1 of Heriadka Hebri Road.	G.O.No.1510 dated 28/4/49.	4,00,000	2,90,000
1. Constructing a bridge at Mile 4/7-8 of Mangalore Baindur Road over the Gurpur river near Kulur.	G.O.No. 516, P.W. dated 15/2/49.	5,90,000	65,000
2. Reconstructing the Kalmady bridge at Mile 0/4 of Malju Udipi Karkal road.	G.O.No.1902 dated 25/5/49.	1,80,000	1,00,000

(a)	(b)	(c)	(d)
13. Bridge at Mile 52/8 of Mangalore Agumba Road - Construction.	G.O.No.2804 dated 26/7/49.	90,000	---
14. Constructing a causeway at Mile 15/1 of Bisley ghat road at Hosmeta.	G.O.No.1614, P.W.dated 27/4/50	1,10,000	1,00,000
15. Reconstructing Shakamale bridge at Mile 38/2 of Mangalore Mercara Road.	G.O.2302 P.W. dated 1/6/51	46,000	20,000
16. Constructing bridge over Talapady River near Mangalore.	G.O.No.2302, P.W. dated 1/6/51.	2,00,000	29,000
17. Reconstructing the bridge over Chittoor at Mile 65/3 of Kalladka Kanhangad road.	G.O.No.2302, P.W. dated 1/6/51.	50,500	37,000
18. Reconstructing Belthangady bridge at Mile 37/3 of Mangalore Mysore Road.	G.O.No.3568 P.W. dated 22/8/52.	2,95,000	Not known.

/ True Copy /

Superintendent.

22/11